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**VIGO COUNTY.** Vigo County received its unique name from an Italian explorer, Colonel Francis Vigo. Vigo was instrumental in the settlement of the entire Midwest, as he helped finance the travels of Lewis and Clark. Pronounced "Vee-goh," the county is rich in history and natural resources. It grew first as a vital farming area, then as a trade center, and finally as a transportation mecca. Vigo and its individual towns share a common "Hoosier" integrity, which unites residents in its proud history.

**Terre Haute** The name "Terre Haute" first appeared on hand-drawn maps carried by early eighteenth-century French explorers. Named for its high elevation, the city sits by the east bank of the Wabash River. When explorers traversed the area, they were impressed by the beauty of the land and chose to settle on the highest ground to avoid floods. Thus, Terre Haute literally means "high ground" in old French.

From 1720 to 1763, the city grew from a tract of timber forest into a popular settlement divided into individual "lots." Pioneers began to permanently settle the area in 1811. These eager settlers were drawn to Terre Haute after hearing gossip about the fertile river land. But unlike other river towns and early settlements, Terre Haute was actually a shrewdly crafted real estate project. In 1816, a land speculator purchased nearly 30,000 acres of land by Fort Harrison, which he marketed to prominent land proprietors. These proprietors included Thomas Bullett of Kentucky, Hyacinth LaSalle of Vincennes, and Abraham Markle of Harrison. They formed a special development firm for the project, called the Terre Haute Land Company.

The Terre Haute project had a rocky start. Many pioneers preferred to settle down at nearby Fort Harrison, since this fort had a more "lived-in" look. In 1817, Terre Haute was a sparsely populated settlement speckled with only a few dozen log cabins. But when Terre Haute became the county seat of Vigo County in 1818, both its popularity and population grew. The staples of civilization began to slowly materialize: a jail, a bank, restaurants, a general store, and even a ferry across the Wabash River.

Soon, Terre Haute expanded into a major trade center. Merchants used its developing waterways to ship grain, pork, and whiskey to New Orleans, where they were distributed all across the country. The first steamboat docked in Vigo County in 1822, linking Terre Haute to other river cities like St. Louis, Cincinnati, and Pittsburgh. By 1850, the Wabash River had grown into a popular trade artery—helping Terre Haute earn its moniker as the "Crossroads of America."

**Did You Know?**  
• Built in 1888, the Vigo County Courthouse houses a beautiful bell donated by the heirs of Francis Vigo. Although Vigo died nearly penniless, the government forgave his debts and compensated his children.  
• Songwriter Pail Dresser penned his classic tune, "On the Banks of the Wabash Far Away," in honor of the Wabash River and his hometown of Terre Haute.  
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- 2 lane, paved
- County access road
- Traffic interchange
- Interchange number
- Scenic route

State colleges and universities

- Other colleges and universities
- State university reg. campuses
- State police post
- Purdue University ag center
- National forest areas
- Military reservations
- State parks, forests, fish and wildlife areas
- Municipal airports
- Military airports
- Roadside park
- Public fishing area
- State fish hatchery
- Point of interest
- Mileage terminal
- Rest park
- 24 hour emergency hospital care
- Hoosier Natl. Forest recreation site
- Transit system, small urban & rural
- Transit system, over 50,000 urbanized

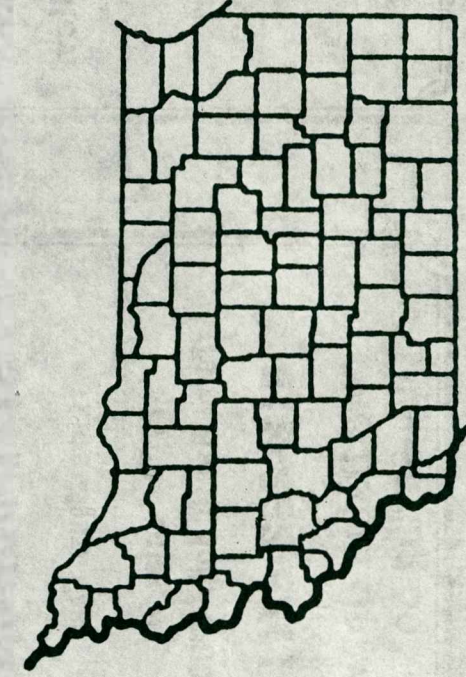
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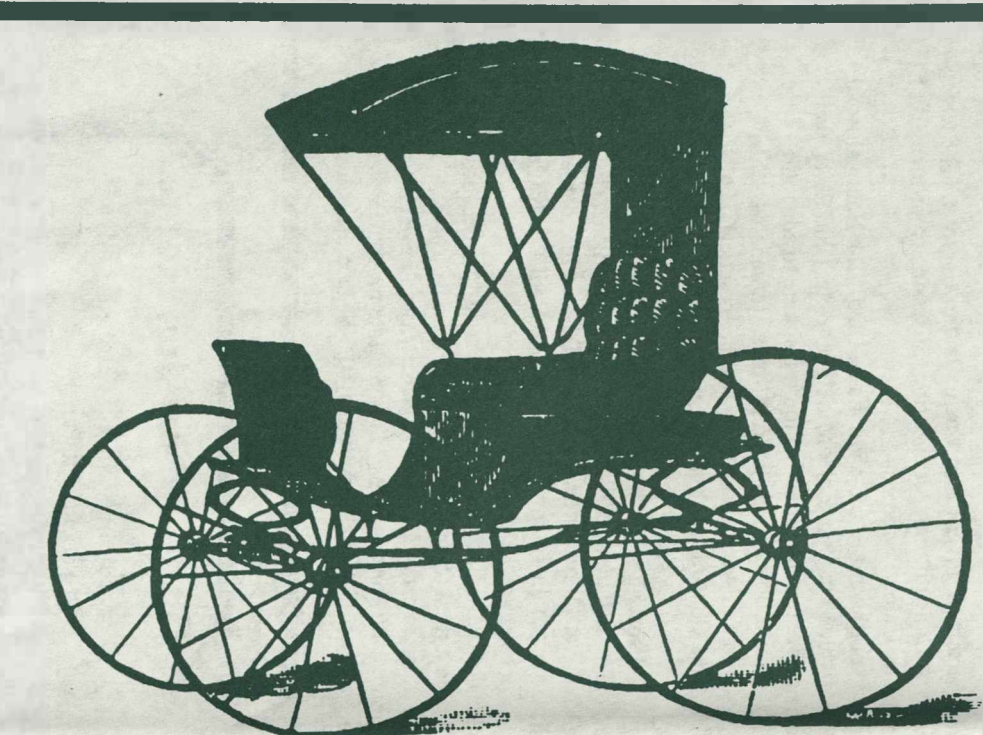
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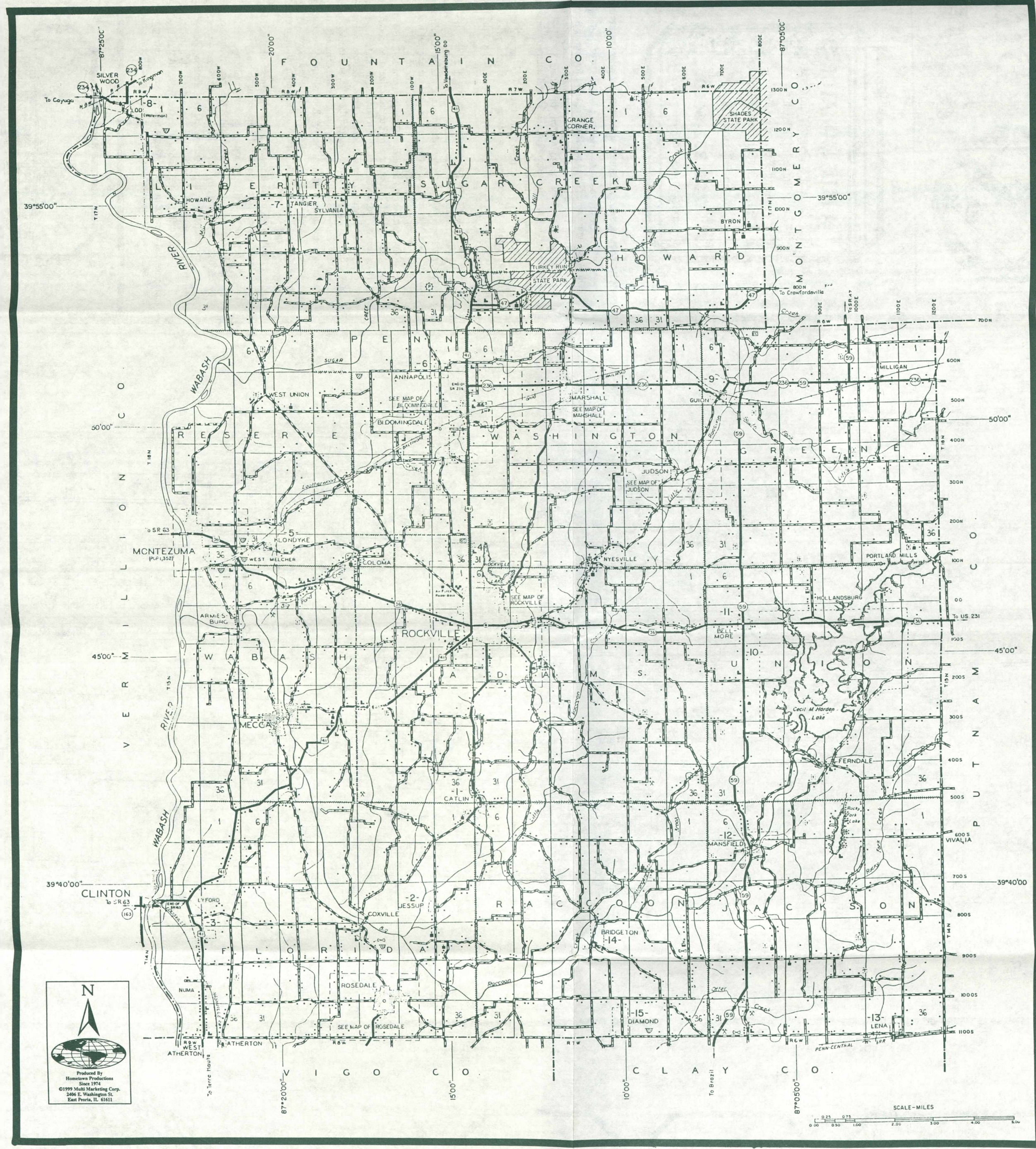
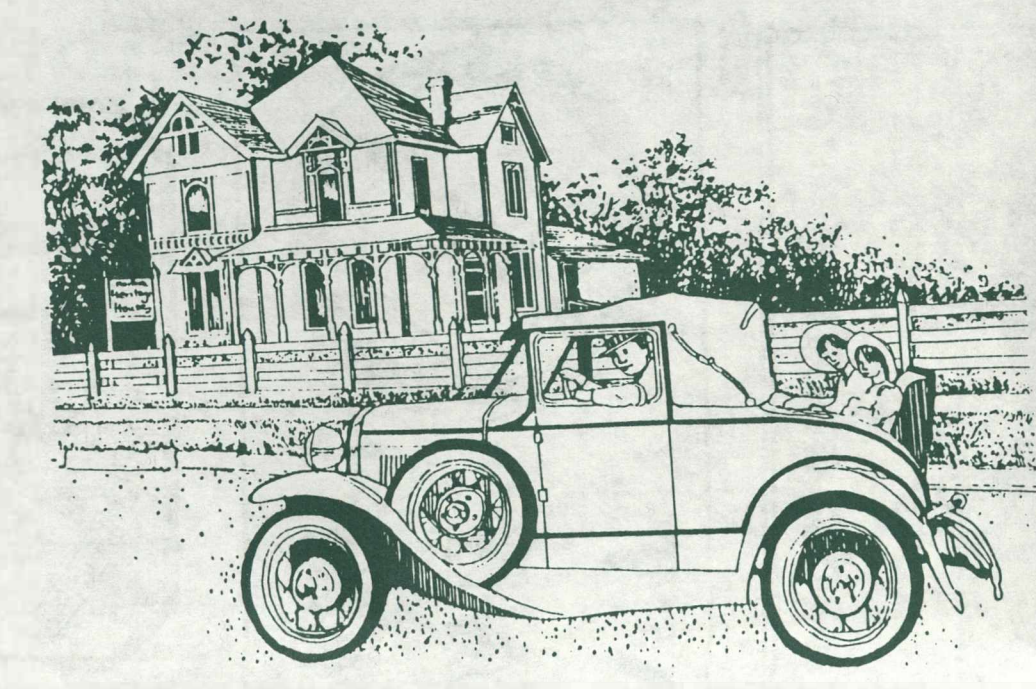
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State Flower: Peony  
State Tree: Yellow Poplar  
State Song: On the Banks of the Wabash,  
Far Away by Paul Dresser

Motto: "The Crossroads of America"

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PARKE COUNTY HISTORY

Thirty-two historic covered bridges are located in Parke County, more than any other county in Indiana. Where else are there this many covered bridges. The Parke County Covered Bridge Festival is the second day of October. Information can be obtained in an 1883 railroad depot three blocks east of the Rockville are.

Today, many of the pioneer's homes are serving the communities as Bed and Breakfast, restaurants, or ornamation centers. A gracious Queen Anne home, an English Manor country home, Italianate/Greek Revival hitecture used in a 1842 home, a Colonial Revival home and many others make-up the Historical District in rious parts of the county.

idgeton

he beginnings of the village of Bridgeton go back to 1818 when James Wasson and Joseph O'Neill chased 200 acres from the U.S. Government. A mill was built on this land on the banks of the Big Raccoon ek in about 1823. Whiskey was sold there at 25¢ a gallon. The settlement, which was first known as kwood Mills, eventually became known as Sodom because of the drunks, fights, and horse races. It was ed Bridgeton after a post office was established and a crude open bridge was built in 1849. The bridge apsed in 1857 and a second one collapsed ten years later. The present covered bridge was built in 1868.

idgeton began to take its present shape in 1852 with the platting of the Searing Addition, which has since 1 referred to as Original Bridgeton. It reached its final growth in 1904. The town's heyday was from about 0 to 1920 when it boasted a cooperative creamery, steam shingle factory, livery stable, and two hotels in ition to a wide variety of other businesses. It also had a railroad, post office, school, two churches, opera se and town hall. The highly successful Bridgeton Fair ran from 1860 to 1903.

ie covered bridge was retired with the building of the concrete bridge in 1967, but it still serves as the way to Bridgeton. The present mill was erected in 1870 and is the fourth mill to be built on that spot. It converted from water to electric power in 1957. The milldam was originally made of wood and was nted in 1913 and 1916. The town's heritage is preserved in the bridge, the mill, and its old buildings h were erected 1869-1932. You will enjoy your visit of the past in this historic old town.

gle Park

pened in 1926, Jungle Park was one of the finest automobile racing tracks in the Midwest.

here was considerable interest among the racing community and the Parke County residents with the unctionment that the track would open for its first race in July 5, 1926. Admission was fifty cents. agement said that no less than 200 drivers would participate for a \$1,000 purse.

re track was interesting and challenging for the drivers and comfortable and "dustless" for the spectators. main event was a 25-mile run for \$500 for winning first place, plus an addition lap money. The crowd of 15-6,000 saw Fred Roberts of Danville, Illinois win the main event in a time of 27:21. There were no us injuries but one accident.

ville

k County is home of Turkey Run State Park, Raccoon Lake State Recreation Center, Rockville Lake, us golf courses and the all-famous Covered Bridges. Rockville, the county seat, has a 100 year old drug in the Parke Hotel Building located on the west side of the square in Historic Downtown Rockville. ys owner has been there since 1959.

red Bridge Builders

e Hoosier bridge builder, Joseph J. Daniels, is recognized as the best bridge builder in Indiana. Students ngineers from all over came to study his bridges. Daniels was born in Marietta, Ohio in 1826 and died in ville, Indiana in 1916. His father was a carpenter, he never attended school but was self-educated and a r craftsman when he came to Rockville in 1861 to build the Rockport Mills (Jackson Bridge). Between and 1906 he built over 60 covered bridges in Indiana.

other great bridge builders was Joseph A. Britton who was born near Rockville in 1838 and died there in One of his sons, Eugene, built the Bowsher Ford Bridge. His last bridge (Nevins) was built when he was ars old.

on Wolfe (Wolf), is believed to have built the oldest bridge at Portland Mills in 1836. Today this bridge en moved from its original site to a site at Raccoon, Indiana.

PARKE COUNTY



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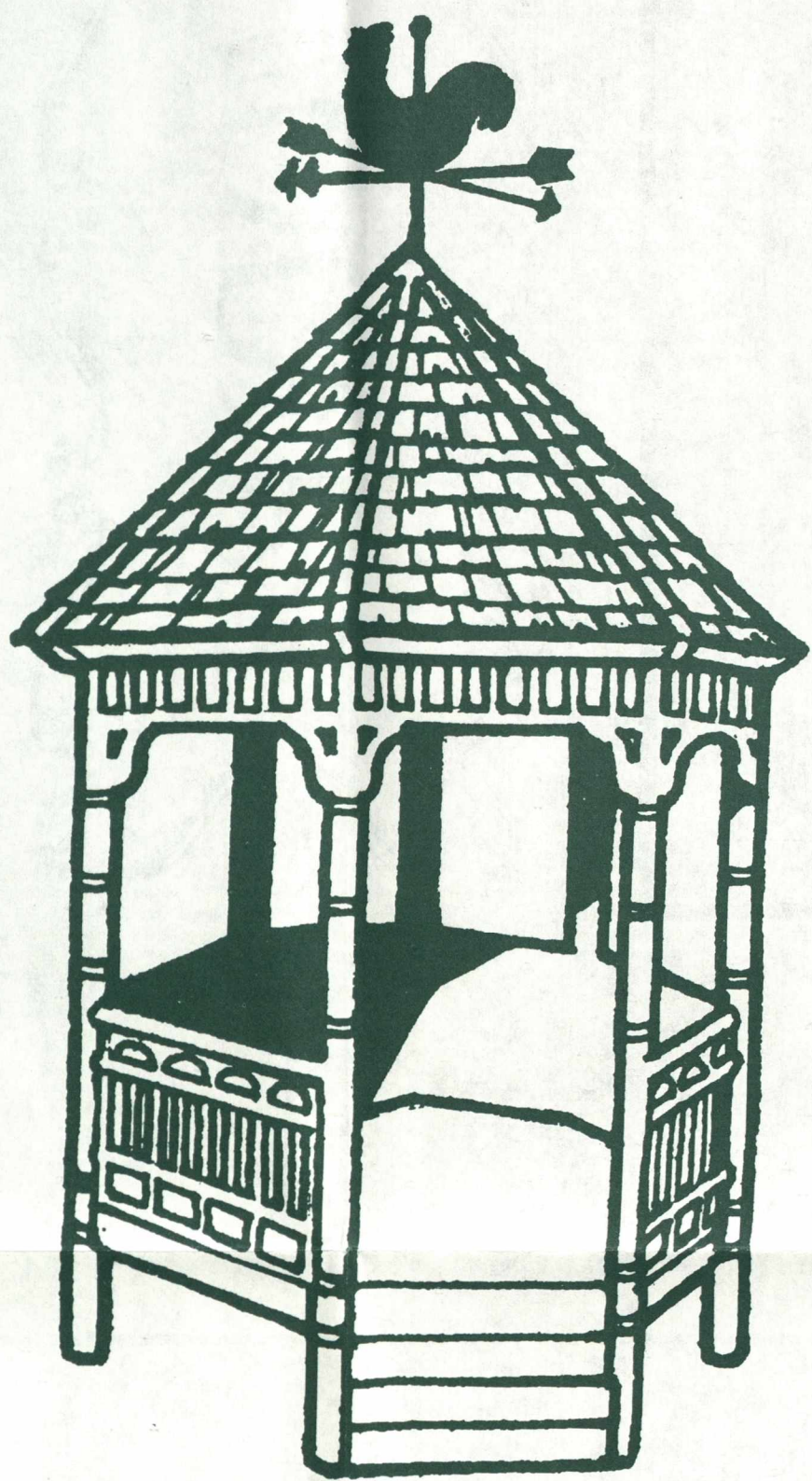
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#### VERMILLION COUNTY HISTORY

Long and lanky Vermillion County, Indiana, is held together by the Wabash River, which flows in great winding loops to form its eastern boundary. The river has shaped the history of the area, beginning with the Mound Builders and then the Indians, who built their villages along its banks. Later, settlers painfully poled their flat boats against this main artery of the Northwest Territory and General William Henry Harrison marched to meet Tecumseh along its winding bottoms.

The agricultural character of the county changed rapidly in the early 1900's, when hundreds of immigrants came to find work in deep-shaft coal mines, building a rich ethnic heritage. Another boom period occurred in the 1940's, when the U.S. government built a plant in northern Vermillion County, employing thousands of people in construction and eventual production work.

While much of the county is still farmed, industry has found the banks of the Wabash an ideal place to locate. In the northern part of the county, Public Service Indiana and Inland Container Corporation have facilities near Cayuga, Indiana, while Eli Lilly's Clinton Laboratories, constructed in 1970, is just five miles north of Clinton.

Clinton

With the creation of the Clinton Industrial Park in 1981, the city of Clinton has paved a way for industry to

# VERMILLION COUNTY



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**Hoosier State Facts:**

**State Bird: Cardinal**  
**State Flower: Peony**  
**State Tree: Yellow Poplar**  
**State Song: On the Banks of the Wabash,  
Far Away by Paul Dresser**

**Motto: "The Crossroads of America"**

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"The Crossroads of America", adopted in 1937, Indiana's name came from that old Indiana Territory created and named in 1800 by Congress when it separated all or part of five states from the Northwest Territory. The territorial name was retained when Indiana became a state in 1816. Indianapolis' name is also derived from the territorial and state name (Indiana plus "polis", Greek word meaning city. Thus the capitol "city of Indiana").

Origin of the nickname "Hoosier" is still debated. One explanation is that it was derived from the "Who's yere?" greeting of pioneers to the night-time callers.

First known white man to visit what now is Indiana was Robert Cavalier de La Salle, French explorer, in 1679. French trading posts were established near Fort Wayne and Lafayette prior to 1720, and at Vincennes in 1732. England won control of the territory as a result of the French and Indian War (1754-63) and the fledgling United States took possession as a result of the Revolutionary War.

To govern its vast possession, called the Northwest Territory, Congress enacted the Ordinance of 1787. The Indiana Territory was separated from the Northwest Territory in 1800. Although it once included all or parts of five present states, Indiana, Illinois, Michigan, Wisconsin and Minnesota, it was pared to Indiana's present size by 1812. William Henry Harrison, later the ninth U.S. President, was first territorial governor and the general whose forces victory over the Indians in the Battle of Tippecanoe (1812) near Lafayette, opened much of the state to settlement.

Vincennes served as territorial capital from 1800 to 1813, when the seat of government was moved to Corydon. The territorial legislature in 1815 asked Congress to authorize statehood for Indiana. A Constitutional Convention, in session from June 10 - 19, 1816, drafted Indiana's first Constitution and the state was admitted to the Union December 11, 1816.

To encourage further settlement of the state, the capital was moved northward to Indianapolis in 1825. The National Road (now U.S. 40), an east-west route across the state, and the Michigan Road, which ran from Lake Michigan to the Ohio River, were built in the 1830s. As settlers poured into the state, demands for more transportation facilities led the legislature to adopt the Mammoth Internal Improvement Act of 1836, which provided for a canal system, some roads and rail lines. Indiana went heavily into debt to finance the system, but the canals proved extremely costly to build and were, when rails became practical, abandoned. The debt incurred for the canal system led to a prohibition in the 1851 Indiana Constitution against the state going into debt except for emergencies.

Two-thirds of Indiana was still a wilderness inhabited largely by Indians when the state was admitted to the Union. But, by 1850, Indian tribes had relinquished their claims to land in the state and only a few hundred were still living in Indiana.

Indiana strongly supported President Abraham Lincoln in the Civil War. It sent more than 208,000 men into battle and the 24,416 Hoosiers who lost their lives still is the greatest number of Indiana sons to die in any war. Only one Civil War battle - a raid by 2,500 cavalrymen led by General John Hunt Morgan - was fought on Hoosier soil.

Accelerated industrialization and urbanization, spurred by railroad construction, followed the war. In four decades, these trends were to change Indiana from an agricultural to an industrial and from a rural to an urban state.

More than 130,000 Hoosiers served in World War I, with 3,000 dying in service. General prosperity followed the war, but the financial collapse of 1929 brought unemployment, mortgage foreclosures and bank failures. Indiana, like most their states, was well on the road to recovery by the time World War II broke out. In that conflict, 340,000 served and 10,000 gave their lives.

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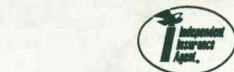
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## INDIANA HISTORY

Indiana means "home of the Indians" and is known as the Hoosier State—but no one knows why. Some think the term originated with pioneers greeting callers with, "Who's yere?" Others think it comes from Sam Hoosier, a contractor on the Louisville and Portland Canal, whose employees were known as "Hoosier's men." Still others believe the term is derived from a Native American word for corn, "hoosa." The flatboaters taking corn or maize to New Orleans were called "Hoosa men," or Hoosiers. However, it seems no one can find that name for corn among the native languages.

An early American general called "Mad" Anthony Wayne bought a tract of land from the Native Americans in 1795. The land stretched along the southeast corner of present-day Indiana, near the start of the Ohio River. This area was rich in forests and waterways.

The early settlers journeyed west to Indiana, seeking economic opportunity as well as religious and political freedom. They reached Indiana and settled along the Ohio River—a major source of transportation at the time. As river traffic grew, so did the state. Even today, the Ohio River plays a significant role in the transportation system of southeastern Indiana. A well-developed interstate network criss-crosses the area, giving the region access to nearby metropolitan areas. Moreover, the rail lines and regional airports provide the ingredients for growth. Southeast Indiana retains its natural beauty and rich history and continues to develop its business and industry.

## VIGO COUNTY

Vigo County received its unique name from an Italian explorer, Colonel Francis Vigo. Vigo was instrumental in the settlement of the entire Midwest, as he helped finance the travels of Lewis and Clark. Pronounced "Vee-goh," the county is rich in history and natural resources. It grew first as a vital farming area, then as a trade center, and finally as a transportation mecca. Vigo and its individual towns share a common "Hoosier" integrity, which unites residents in its proud history.

### Terre Haute

The name "Terre Haute" first appeared on hand-drawn maps carried by early eighteenth-century French explorers. Named for its high elevation, the city rests by the east bank of the Wabash River. When explorers traversed the area, they were impressed by the beauty of the land and chose to settle on the highest ground to avoid floods. Thus, Terra Haute literally means "high ground" in old French.

From 1720 to 1763, the city grew from a tract of timber forest into a popular settlement divided into individual "lots." Pioneers began to permanently settle the area in 1811. These eager settlers were drawn to Terra Haute after hearing gossip about the fertile river land. But unlike other river towns and early settlements, Terra Haute was actually a shrewdly crafted real estate project. In 1816, a land speculator purchased nearly 30,000 acres of land by Fort Harrison, which he marketed to prominent land proprietors. These proprietors included Thomas Bullitt of Kentucky, Hyacinth LaSalle of Vincennes, and Abraham Markle of Harrison. They formed a special development firm for the project, called the Terra Haute Land Company.

The Terra Haute project had a rocky start. Many pioneers preferred to settle down at nearby Fort Harrison, since this fort had a more "lived-in" look. In 1817, Terra Haute became the county seat of Vigo County in 1818, both its popularity and population grew. The staples of civilization began to slowly materialize: a jail, a bank, restaurants, a general store, and even a ferry across the Wabash River.

Soon, Terra Haute expanded into a major trade center. Merchants used its developing waterways to ship grain, pork, and whiskey to New Orleans, where they were distributed all across the country. The first steamboat docked in Vigo County in 1822, linking Terra Haute to other river cities like St. Louis, Cincinnati, and Pittsburgh. By 1850, the Wabash River had grown into a popular trade artery—helping Terra Haute earn its moniker as the "Crossroads of America."

### Did You Know?

• Built in 1888, the Vigo County Courthouse houses a beautiful bell donated by the heirs of Francis Vigo. Although Vigo died nearly penniless, the government forgave his debts and compensated his children.

• Songwriter Patti Dresser penned his classic tune, "On the Banks of the Wabash Far Away," in honor of the Wabash River and his hometown of Terre Haute.

• Terra Haute has been nicknamed the "Paris of Indiana" for its great sporting reputation; it was the country's foremost recruitment center for women during World War II.

• At the turn of the century, Vigo County had the highest percentage of foreign-born citizens in Indiana. Germans, Italians, Irish, African-Americans, Scots, and Syrians helped build railways, waterways, and even automobiles—taking Vigo into the next century. Vigo earned a reputation as a "melting pot" of the Midwest.

### Famous Vigo County Natives

• Baseball great Mordecai "Three-Fingered Brown," who hurled the Chicago Cubs to four pennants between 1906 and 1910...

• Socialist Party leader Eugene Debs, an early twentieth-century advocate for workers' rights and presidential candidate...

• Basketball legend Larry Byrd, who reached his career high playing for the Boston Celtics...

• Racecar driver Tony Hulman, successful on the Indianapolis Motor Speedway.

• Dr. Lyman Abbott, a famous clergyman, author, and editor of "The Outlook" magazine.

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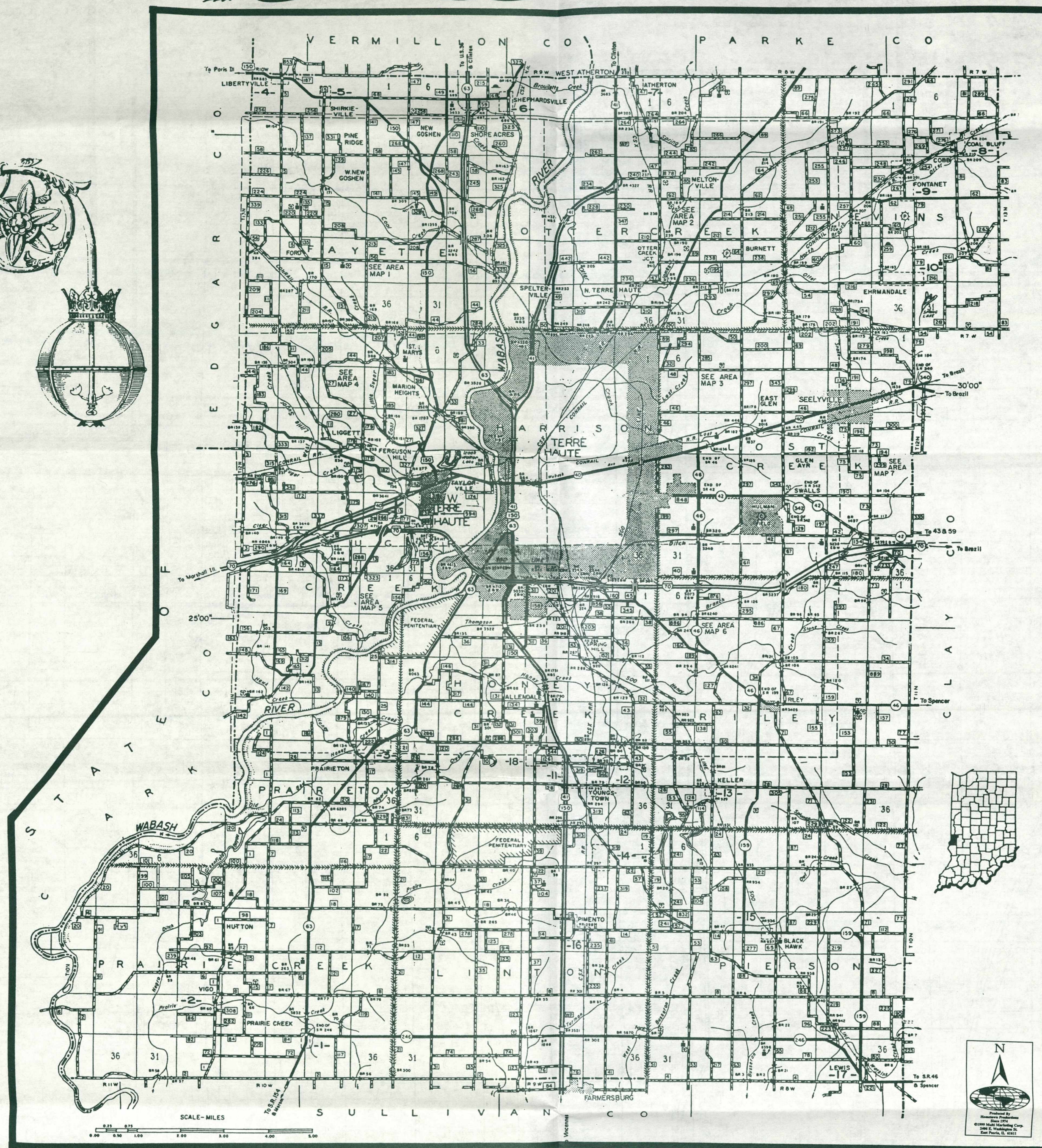
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# VIGO COUNTY



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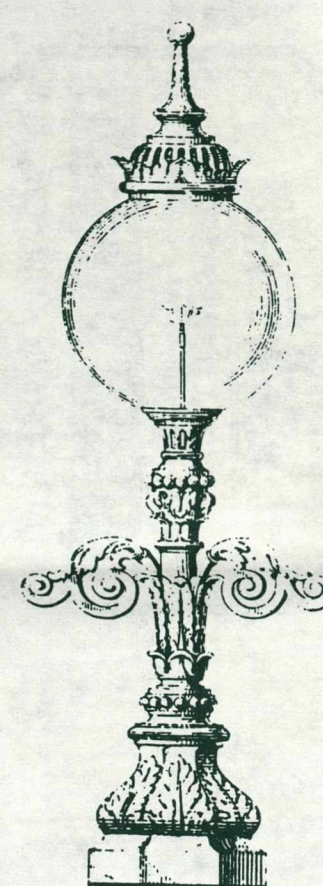
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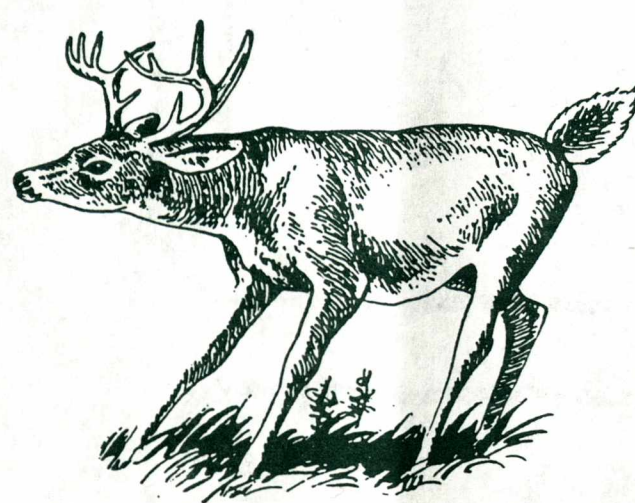
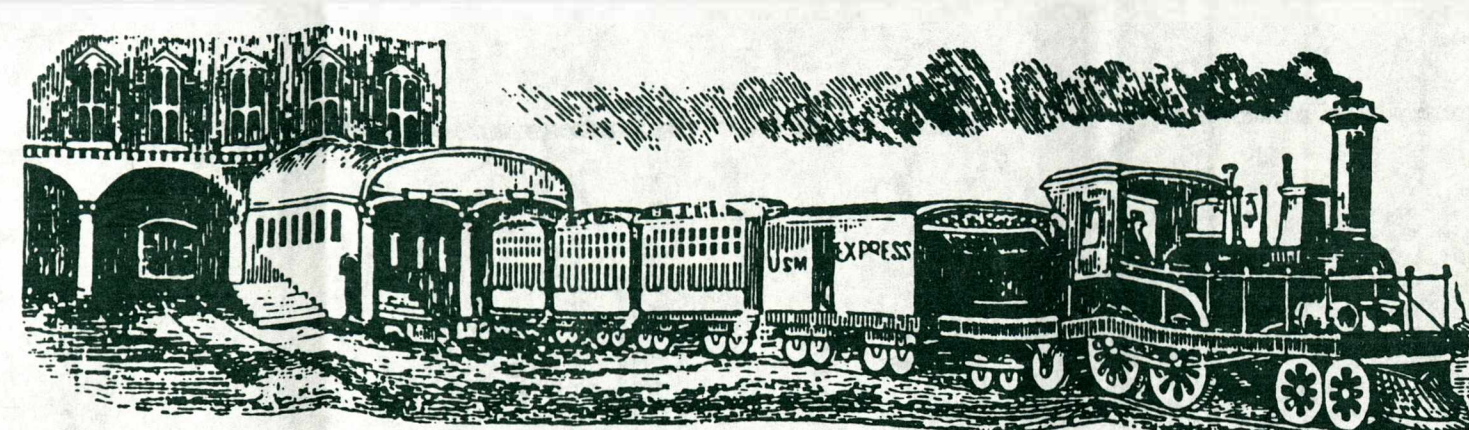
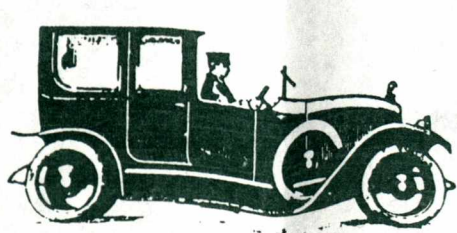
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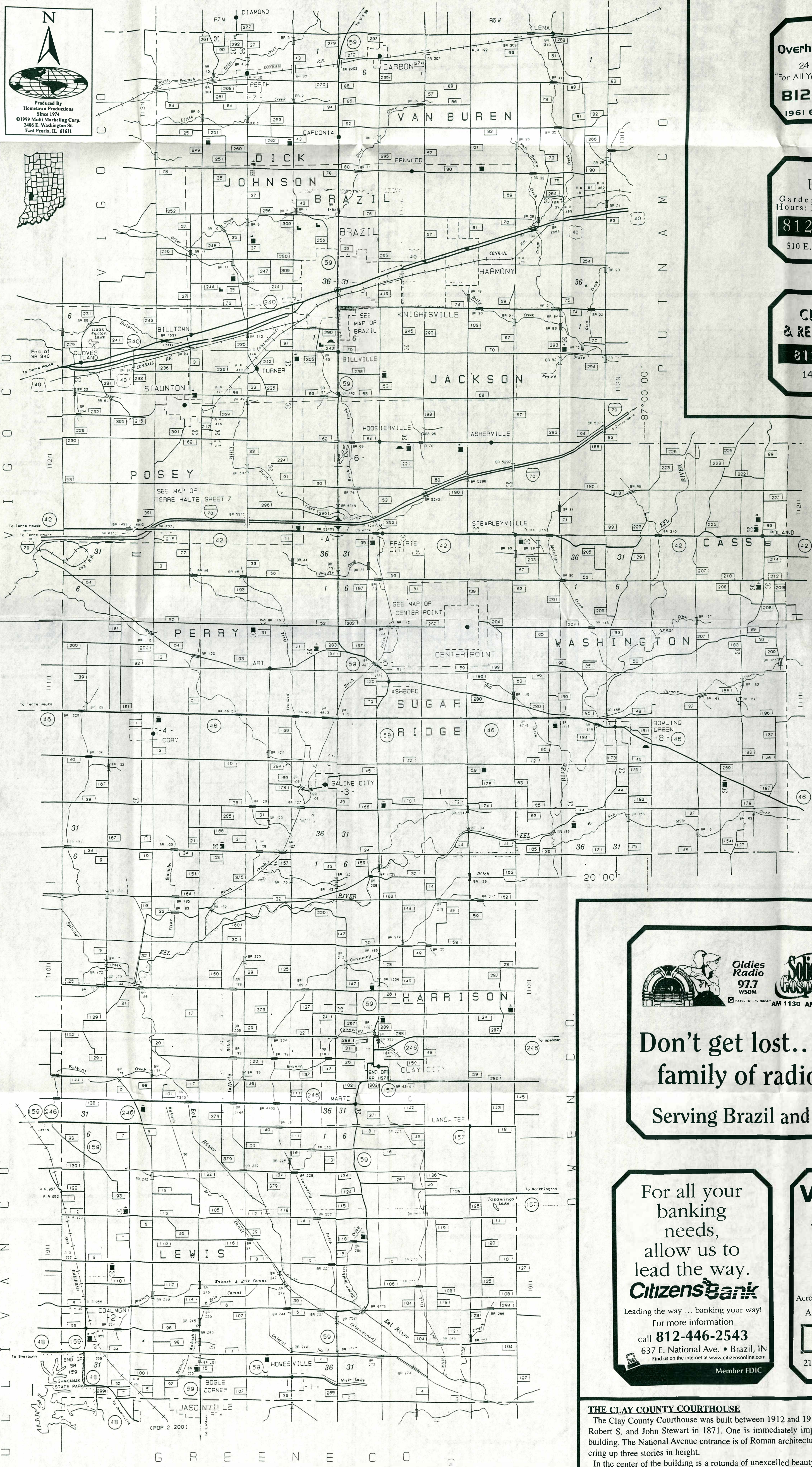
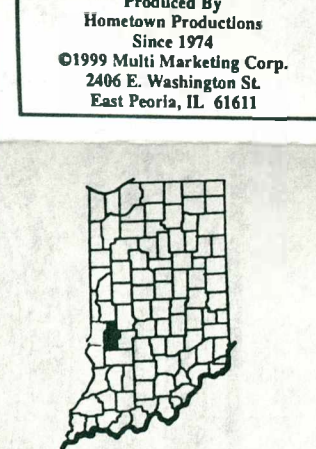
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## CLAY COUNTY, IN - HISTORY

### HISTORY OF BRAZIL, INDIANA

Some time before 1866, a man by the name of Thorpe moved a house from Harmony down the Cumberland Highway to what is now the site of Brazil, Indiana. When there were four property owners, Mr. Thorpe, Mr. Hipplehauser, and "Yankee" Bill (William) Stewart were asked to choose a name for the area. Yankee Bill suggested the name Brazil because Brazil, South America was much talked about at the time. As the story goes, Mr. Hipplehauser was asleep, and Mr. Thorpe agreed that it would be a good idea to give this new town the name of the largest state in South America, and so we were named by Mr. Thorpe and Mr. Stewart.

On October 1, 1866, by a majority vote the town was incorporated, and the first town election was held on December 18, 1866. The streets in the new town were made of boards and logs laid crosswise. In 1870, Main Street was graded to a uniform grade and a layer of cinders and pounded stone was spread over it, making it the first improved street in town. An ordinance was passed the same year making it unlawful to build a wooden building on Main Street from Center to Depot.

On March 3, 1873, the citizens of Brazil voted for city incorporation and began talking of improvements that needed to be made. On September 4, 1875, the city celebrated the completion of a water system with demonstrations of water pressure all over town and bands playing all day. A dam had been built between hills and eight wells dug to the gravel bed on the west side of the Water Works Road.

By 1894, Main Street had been paved with brick, however, the favorite building material was still cement because the names of streets could be put in it. Improvements continued to be made, and at one time there were nine clay-working plants in Brazil, making it the clay center of the world.

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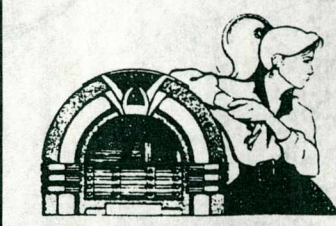
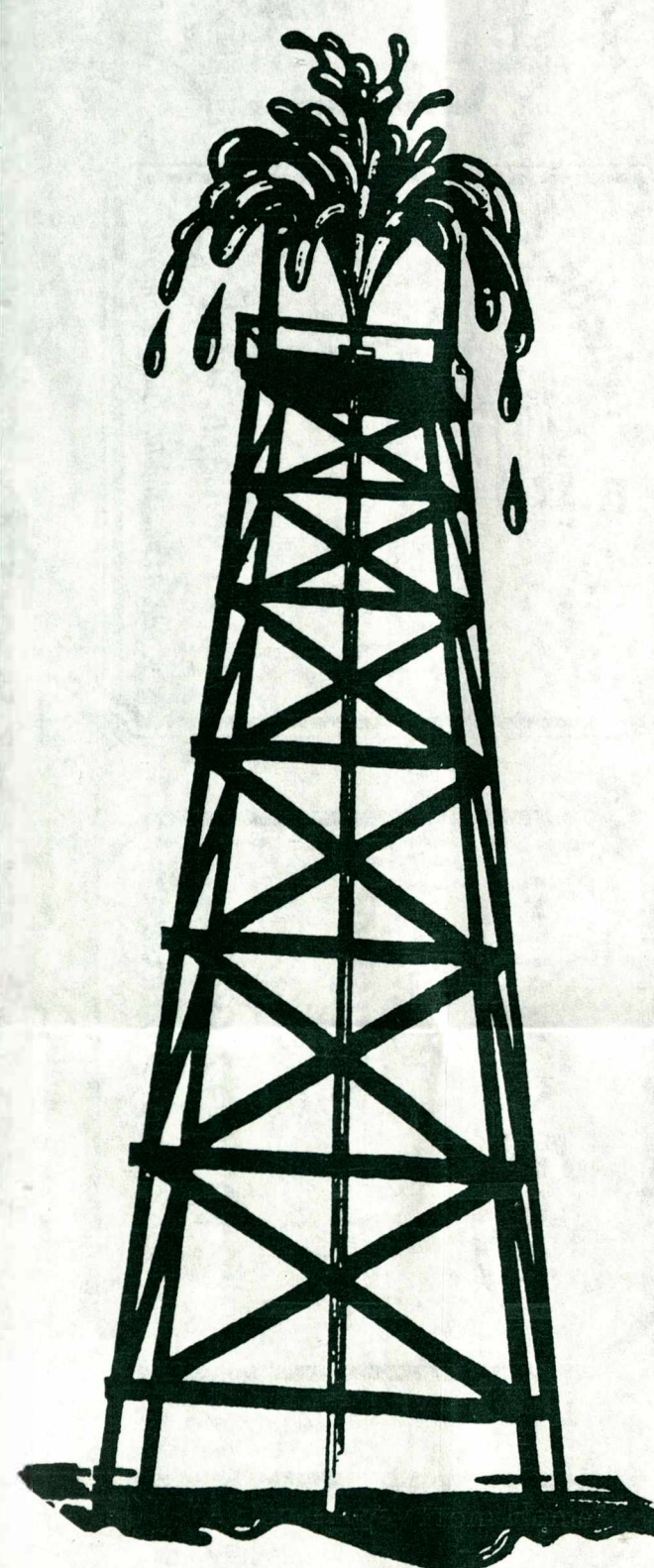
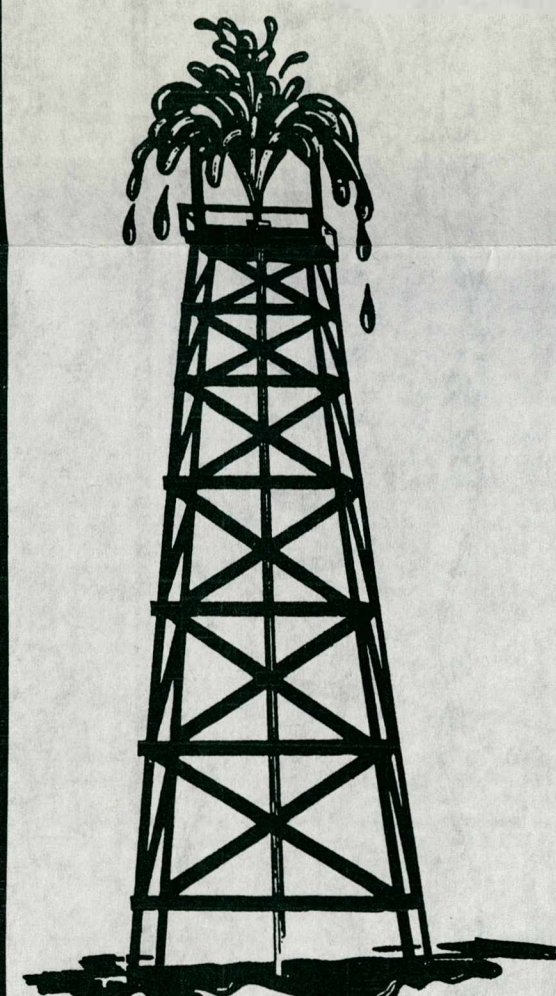
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## THE CLAY COUNTY COURTHOUSE

The Clay County Courthouse was built between 1912 and 1914 on land given to the county for the purpose by Robert S. and John Stewart in 1871. One is immediately impressed by the massive construction of the great building. The National Avenue entrance is of Roman architecture with huge pillars on solid blocks of stone towering up three stories in height.

In the center of the building is a rotunda of unexcelled beauty with the inlaid tile floors, marble wainscoting, gold leaf, and granite columns towering upward to the roof of the building supporting the great cupola. Through the many windows of this, light floods upon the arched dome of stained glass which visitors see from beneath. This produces a breathtaking scene by day and fills the building with a soft, mellow and pleasant light. In January of 1987, the stained glass dome was rededicated after having been cleaned and repaired. Much other

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# ROAD-MAP-OF-VIGO-COUNTY-INDIANA

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POINTS-OF-INTEREST

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 YTECHNIC INSTITUTE  
 PHANS HOME  
 MILL  
 THE-WOODS COLLEGE  
 RISON  
 PARK  
 AL SWIM POOL  
 GARDENS  
 F LINKS  
 ORPHANS HOME  
 UND  
 HOUSE  
 WALTON LAKE  
 TE TEACHERS  
 GE 6TH & EAGLE  
 ALL 2ND & OHIO  
 PENITENTIARY  
 AIRPORT  
 AX AIRPORT



## LEGEND

- HARD SURFACE
- GRAVEL-CINDER
- DIRT-UNIMPROVED
- RAIL ROADS
- SCHOOLS
- CHURCHES
- U.S. ROUTES
- STATE ROADS

## POPULATION - TOWNSHIPS

2399	FAYETTE
3513	OTTER CREEK
1942	NEVINS
3383	LOST CREEK
74052	HARRISON
3170	SUGAR CREEK
719	PRAIRIETON
4399	HONEY CREEK
316	RILEY
1030	PIERSON
1176	LINTON
1061	PRAIRIE CREEK

OX AREA  
 417 SQ. MI.  
 10 SQ. MI.

1950 POPULATION  
 VIGO COUNTY 105,160  
 TERRE HAUTE 64,214

MAP SCALE  
 ONE INCH = ONE MILE

REVISED JAN. 1958  
 PAUL D. MEADOWS, VIGO COUNTY SURVEYOR



# MAP OF **VIGO COUNTY** **INDIANA**

1968  
Vigo County Public Library

Community Affairs File  
REFERENCE  
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**LEGEND**

SECTION LINE  
TOWNSHIP LINE  
IMPROVED ROADS  
UNIMPROVED ROADS  
RAILROADS  
AREA 412 SQUARE MILES  
POPULATION 1960 108,458  
CHURCHES  
SCHOOLS  
COAL MINES  
BRIDGES (CULVERTS)  
MARSH OR SWAMP

SCALE 1"=1 MILE

## **PLACES OF INTEREST**

- (A) COUNTY COURT HOUSE
- (B) CITY HALL
- (C) CROSS ROADS OF THE NATION
- (D) POST OFFICE
- (E) UNION HOSPITAL
- (F) SAINT ANTHONY'S HOSPITAL
- (G) WILEY HIGH SCHOOL
- (H) GERTMEYER HIGH SCHOOL
- (I) GARFIELD HIGH SCHOOL
- (J) INDIANA STATE UNIVERSITY
- (K) ROSE POLYTECHNIC INSTITUTE
- (L) SAINT MARY'S COLLEGE
- (M) IND-ILL STATE LINE SURVEY MON.
- (N) GLENN ORPHAN HOME
- (O) GIBBULT HOME FOR BOYS
- (P) STADIUM
- (Q) FORT HARRISON SITE
- (R) REA PARK GOLF LINKS
- (S) PHOENIX GOLF LINKS
- (T) FOWLER COUNTY PARK & LAKE
- (U) DAVIS GARDENS
- (V) VIGO COUNTY FAIRGROUNDS
- (W) HULMAN AIRPORT
- (X) ROSE LAWN CEMETERY
- (Y) HIGHLAND LAWN CEMETERY
- (Z) U.S. PRISON



**C. F. SCHILLING - COUNTY SURVEYOR**

REVISED 11 NOV 1968  
CPS 3-1-69





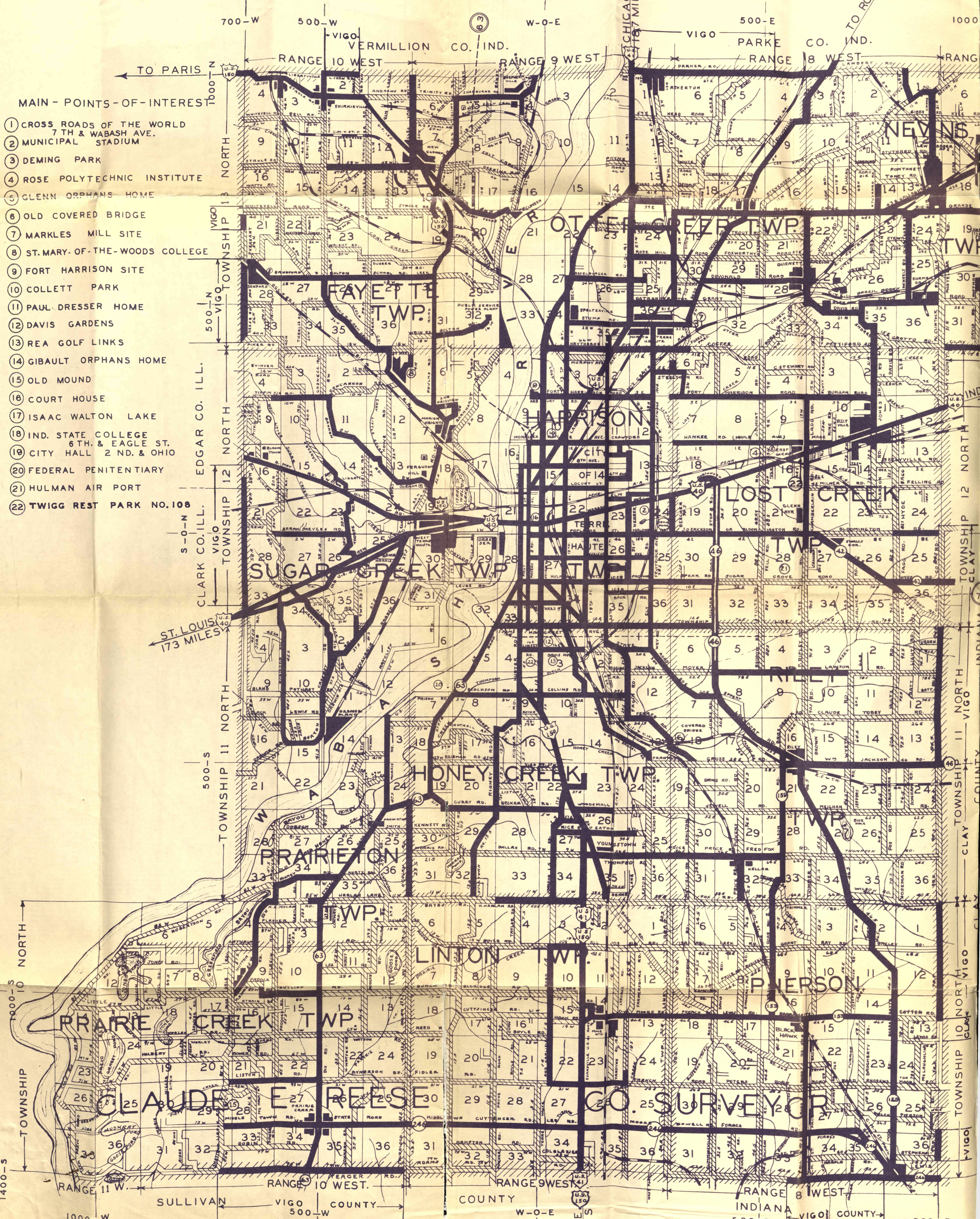


# ROAD-MAP-OF-VIGO-COUNTY-INDIANA

SECOND MERIDIAN

## MAIN - POINTS-OF-INTEREST

- ① CROSS ROADS OF THE WORLD  
7 TH & WABASH AVE.
- ② MUNICIPAL STADIUM
- ③ DEMING PARK
- ④ ROSE POLYTECHNIC INSTITUTE
- ⑤ GLENN ORPHANS HOME
- ⑥ OLD COVERED BRIDGE
- ⑦ MARKLES MILL SITE
- ⑧ ST. MARY-OF-THE-WOODS COLLEGE
- ⑨ FORT HARRISON SITE
- ⑩ COLLETT PARK
- ⑪ PAUL DRESSER HOME
- ⑫ DAVIS GARDENS
- ⑬ REA GOLF LINKS
- ⑭ GIBALT ORPHANS HOME
- ⑮ OLD MOUND
- ⑯ COURT HOUSE
- ⑰ ISAAC WALTON LAKE
- ⑱ IND. STATE COLLEGE  
6TH & EAGLE ST.
- ⑲ CITY HALL 2 ND. & OHIO
- ⑳ FEDERAL PENITENTIARY
- ㉑ HULMAN AIR PORT
- ㉒ TWIGG REST PARK NO.108



APPROX. AREA  
LAND 417 SQ. MI.  
WATER 10 SQ. MI.

1960 POPULATION  
VIGO COUNTY 108,458  
TERRE HAUTE 72,500

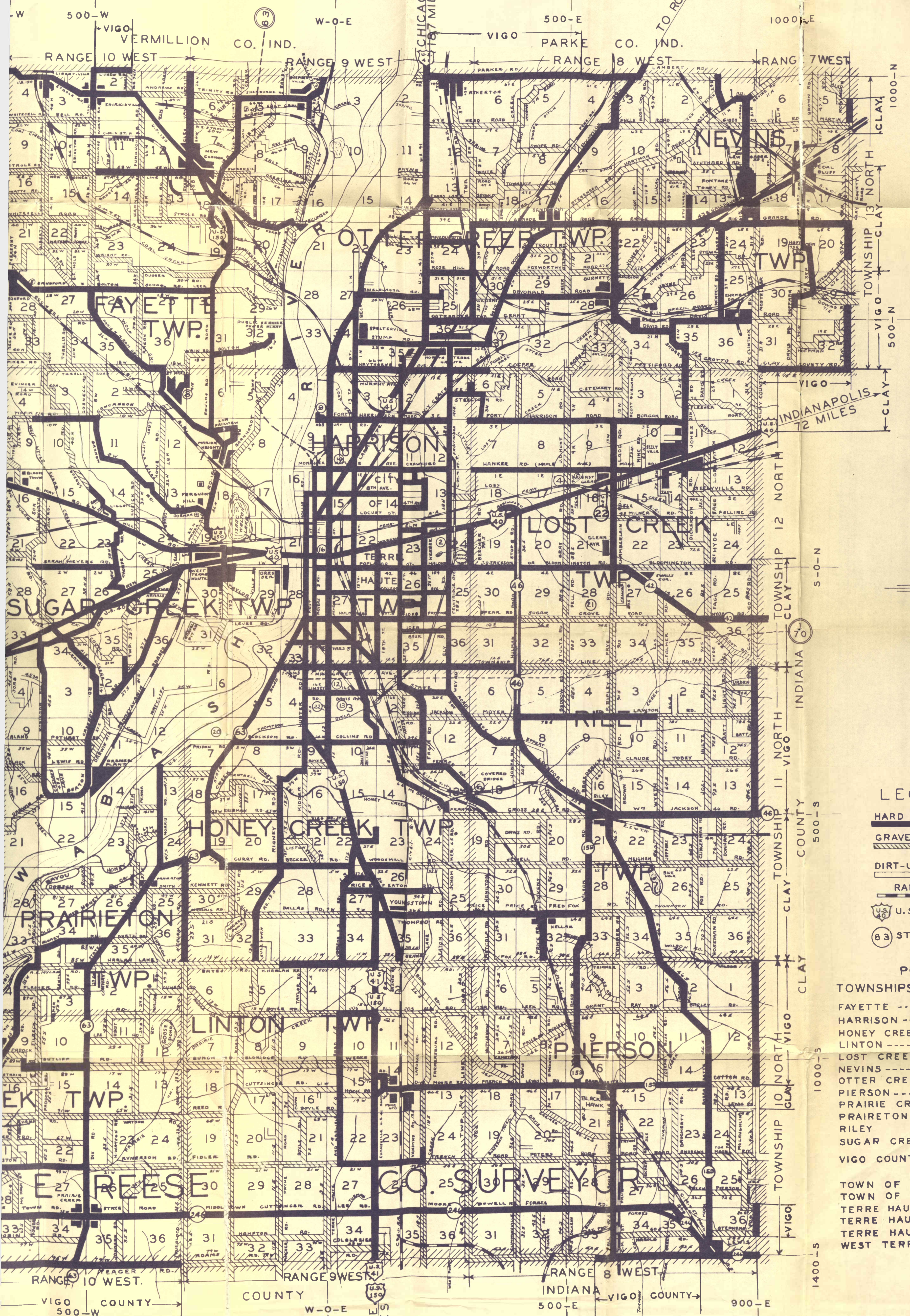
SCALE 1" = 1 MILE

REVISED  
CLAUDE E. REESE  
HERMAN J. SCOTT



# ROAD-MAP-OF-VIGO-COUNTY-INDIANA

SECOND MERIDIAN



## LEGEND

- HARD SURFACE
- GRAVEL-CINDER
- DIRT-UNIMPROVED
- RAIL ROADS
- U.S. ROUTES
- STATE ROADS

## POPULATION

### TOWNSHIPS AND CORPORATIONS

FAYETTE	2,451
HARRISON	71,320
HONEY CREEK	7,704
LINTON	1,237
LOST CREEK	4,475
NEVINS	2,068
OTTER CREEK	5,387
PIERSON	1,096
PRAIRIE CREEK	1,062
PRAIRETON	795
RILEY	1,571
SUGAR CREEK	9,292
VIGO COUNTY	108,458

TOWN OF RILEY	248
TOWN OF SEELYVILLE	1,114
TERRE HAUTE HARRISON	71,320
TERRE HAUTE HONEY CREEK	1,167
TERRE HAUTE LOST CREEK	13
WEST TERRE HAUTE	3,006

POPULATION  
COUNTY 108,458  
TERRE HAUTE 72,500  
MILE

REVISED JAN. 1 1962  
CLAUDE E. REESE-VIGO COUNTY SURVEYOR  
HERMAN J. SCHULTZ-FIELD ENGINEER



